





## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
HOTEL MANSIONS.

NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
SINGULARLY, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

**M. MUMEYA,**

JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN ORAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
VERY FINE PANORAMIC VIEWS OF HONGKONG.  
21, QUEEN'S ROAD CENTRAL.

**TYPEWRITERS! TYPEWRITERS!!**

Typewriters repaired, cleaned,  
overhauled, and broken parts  
duplicated under expert  
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

**BICYCLES**

FOR SALE, REPAIR, EXCHANGE AND HIRE  
THE DRAGON CYCLE CO.,  
11, D'ARVILLE STREET.

Hongkong, February 14, 1907.

**THE OLIVER TYPEWRITER.**

VISIBILITY.

SIMPLICITY.

DURABILITY.

Unrivalled for Duplicating.

Writing in Sight.

Universal Keyboard.

TYPEWRITER RIBBONS

and supplies for ALL Ma-  
chines kept in Stock.

1, PRINCES BUILDINGS.

Hongkong, July 10, 1907.

**THERE IS NO DOUBT  
THAT**

More than 100,000,000 bottles of ENO'S 'FRUIT SALT' have been taken in the earliest stages of disease. It has in innumerable instances prevented a serious illness. The effect of

**ENO'S 'FRUIT SALT'**

IS  
**NATURE'S OWN REMEDY**

CAUTION.—Examine the capsule and see that it is marked ENO'S 'FRUIT SALT'.  
Beware of cheap imitations. The effect of  
ENO'S 'FRUIT SALT' is simply  
nature's own remedy. In fact it

**DINNEFORDS**

The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Bour Eructations, Bilious Affections.

The Physician's  
Cure for Gout,  
Rheumatic Gout  
and Gravel.

Safest and most  
Effective Aperient  
for  
Regular Use.

**DINNEFORDS  
MAGNESIA****MAGNESIA****WELLINGTON  
KNIFE POLISH****WELLINGTON SILVERSMITHS  
BLACK LEAD SOAP FOR CLEANING  
PLATE****POLYBRILLIANT METAL POMADE**

NEVER BECOMES DRY & HARD LIKE OTHER METAL POMADES.

JOHN CAKEY & SONS Limited, Wellington Mills, London.

## Intimations.

**MITSU BISHI GOSHI KWAISHA**  
(MITSU BISHI CO.)  
COAL DEPARTMENT  
MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI.'  
Which applies to all Branch Offices.  
A1, ABO 5th Edition, Western Union  
Code used.

All Letters Addressed:—  
MANAGER, MITSU BISHI CO.,  
with name of place under.

BRANCH OFFICES:—  
NAGASAKI, MOI, KOBE, KANAGAWA,  
SHINGHAI, HONGKONG AND HANKOW.

AGENCIES:—  
YOKOHAMA: M. ARADA, Esq.  
OHINKIANG: MORRIS GEARING & CO.  
MANILA: MESSRS MACDONALD & CO.

SOLE PROPRIETORS of Takasima,  
Ochi, Shinjima, Namazuta and Kani-  
Yama Collieries and also Hojo Colliery,  
which will shortly be ready to produce on a  
large scale the best Buzen Coal.

The Head and Branch Offices and the  
Agencies of the Company will receive any  
order for Coals produced from the above  
collieries.

T. MATSUKI, Manager, Hongkong,  
No. 2, PRINCES STREET.

Hongkong, April 26, 1907.

**You cannot  
beat the best**

Don't turn up your nose.  
Fido, it's Van Houten's;  
the very best!



"In flavour it is perfect,  
pure and well prepared."  
British Medical Journal.

**VAN  
HOUTEN'S  
COCOA**

CANTON INSURANCE OFFICE,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY  
MEETING OF SHAREHOLDERS  
will be held at the Offices of the Under-  
signed at 12.30 P.M., on FRIDAY, the  
25th Instant.

The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 11th to  
the 25th October, both days inclusive.

ARDINE, MATHESON & Co., Ltd.,  
General Agents,  
CANTON INSURANCE OFFICE, LIMITED,  
Hongkong, October 6, 1907.

**YUEN CHEONG.**

SWATOW DRAWN-WORK  
MANUFACTURER.

Wholesale & Retail.

ALL Kinds of DRAWN-WORK, such as  
Embroidered, Glass Cloth, and  
PAINTER-WALL and LACES, &c., &c.  
No. 39, Queen's Road Central,  
Hongkong.

(Late of 52, WELLINGTON STREET).  
Hongkong, September 4, 1907.

## CHINESE RAILWAYS.

## Imperial Obligations.

In pursuing negotiations with the Im-  
perial Chinese Government in regard to its  
obligations to British subjects in railway  
matters, it is of the very first importance  
that His Majesty's Government should  
observe very strictly a line of procedure  
entirely consonant with the leading facts  
of the attendant circumstances, and the re-  
sulting situation, says the "Financial." As  
a means towards this end, let these be ex-  
amined in the original documents and an  
analysis be made of their contents. These  
show that there are two sets of British  
parties involved, viz:—

First, those who have been or may be  
regarded as the victims of their co-nationals,  
and

Second, those who are held responsible  
by the Imperial Chinese Government for the  
present situation.

Then, on careful scrutiny, it will be  
found that the British interests to be  
adjusted are of three kinds—namely.

First (a), the debts contracted by the  
Imperial Chinese Government on March  
1st, 1899, and for the amount of which  
that Government claims reimbursement  
from certain other British parties; (b) the  
contract and obligations of the Imperial  
Chinese Government in favour of British  
parties not responsible in any way for the  
irregularities which took place on March  
1st, 1899, in the conduct of the affairs of  
the North China Railway Administration,  
but through which it was impossible to  
proceed with these contracts.

Second (c) the railway construction con-  
tracts between the Imperial Chinese  
Government and the British parties re-  
sponsible for the irregularities of March  
1st, 1899. One of these contracts was  
declared to be cancelled about two years  
ago by the Imperial Chinese Government,  
because of non-procedure and delay of  
time.

It has been publicly stated that  
the relative negotiations are proceeding  
deliberately, but very slowly, as do all  
things in China. Against this, however,  
it must be noted that the obligations (a)  
are of a nature which do not admit of  
prolonged or even prolonged negotiation,  
as their discharge stands at the very  
threshold and demands pre-attention. As  
these take rank with accepted bills, payable  
on demand in this country, the credit and  
good name of the Imperial Chinese Govern-  
ment are clearly involved in the matter.

The obligations falling under (b) are of a  
character which can be handled only  
after those of (a) are out of the way.  
It is noteworthy that the interests of the  
parties falling under (a) and (b) have not  
received attention, nor are they aware of  
any step which has been taken thereat.

The interests of the parties represented  
by (c) may well require time, and the  
negotiations regarding same proceed slowly,  
as "that is the custom in the East." Such  
a custom and such slowness cannot,  
however, be properly introduced in the  
case of obligations (a) without disparaging  
the relationship of borrower and lender,  
and raising and maintaining serious ques-  
tions as to the probity of the Imperial Chi-  
nese Government itself and suggesting pos-  
sibilities in the future of a very disrepu-  
table and disquieting nature.

Attempts have been made to produce  
confusion in the public mind as to the  
present position of the British interest (c),  
referred to above, by a series of explana-  
tions, which are not in accordance with  
the facts of the case. These latter can be  
ascertained from Government publications  
and the public utterances of the responsible  
members of the British and Chinese  
Governments. The following is an outline  
of them:—

British railway credit in Imperial Chi-  
nese railways was precipitated fifteen  
months before the first symptoms of the  
Boxer troubles were indicated in any way,  
viz., by the irregularities in the conduct of  
the financial affairs of the Imperial North  
China Railway administration on March  
1st, 1899, and, in consequence of which,  
when the public got wind of it, a few  
months later, the price of these bonds fell  
20 per cent. From this circumstance Im-  
perial Chinese Railways have never re-  
covered, although the figure moved up,  
and showed an inclination to steady itself  
at 400, the price which that Government  
might be compelled to recognise when the  
time of repayment arrives.

Following the settlement of the Boxer  
troubles, a quiescent period of about three  
years supervened, during which no diffi-  
culty whatever was experienced by the  
Imperial Chinese Government in securing  
very large sums of money in Europe, for  
railways in China, on equal terms to those  
offered through the British parties; not

(Continued on Page 3.)

**HARBOUR MASTER'S DEPART-  
MENT.**

It is hereby notified that information  
has been received from the MILITARY  
AUTHORITIES that GUN PRACTICE  
will be carried out as under:—  
On FRIDAY, the 18th October:—  
From Stonecutters, in a Westerly direc-  
tion, at ranges up to 10,000 yards,  
commencing at 9.30 A.M., and finish-  
ing at 12 Noon.

If the weather is unfavourable on the  
above date, Practice will take place on the  
following day.

All ships, junks and other vessels are to  
keep clear of the ranges.

RASIL TAYLOR, Comd., R.N.  
Harbour Master, &c.  
Hongkong, October 11, 1907.

## Intimations.

**FENNINGS'**

For the Prevention and Cure of  
FEVERS AND INFECTIOUS DISEASES.

**FEVER**

Sold by Chemists everywhere in Bottles at 1/11 each, with full directions.

No Resident in Tropical Countries should be without this  
invaluable Medicine, the timely use of which has saved  
thousands of lives.

ALFRED FENNINGS, Cowes,  
England.

**CURER!****REGULAR HONGKONG-CANTON LINE OF STEAMERS**

OF THE  
COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT

S.S. PAUL BEAU, 1900 tons, 14 knots.

S.S. CHARLES HARDOUIN, 1900 tons, 14 knots.

Departure from Hongkong at 9.30 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

The Company's Wharf is at the end of WING LOK STREET (Tram Station).

CANTON AGENTS:—Messrs E. PASQUET & Co.

For further particulars, please apply to  
Hongkong, September 16, 1907.

**CAMPBELL, MOORE & CO., LD.**

Hair Dressers, Wig Makers  
and Perfumers.

**ELECTRIC MASSAGE**

(FACE OR SCALP)

at the Shop, or elsewhere by special  
arrangement.

Hongkong, September 2, 1907.

**PATELL & CO.,**

SHAMEEN, CANTON.

GENERAL STOREKEEPERS,  
WHOLESALE and RETAIL.

DEALERS IN  
WINES and SPIRITS.

Export & Import Merchants,  
AND  
Commission Agents.

NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1906.  
£1,877,113.  
I—Authorized Capital £3,000,000  
Subscribed Capital £2,700,000  
Paid-up Capital £2,687,500 0 0  
II—Fire Funds £3,888,720 18 8  
III—Life & Annuity Funds £1,769,898 8 6

Revenue Fire Branch..... £1,119,119 8 1  
Life & Annuity Branches..... £1,713,808 18 10  
£2,832,927 18 11

The Accumulated Funds of the Fire and  
Life Departments are free from liability in  
respect of each other.

SHEWAN, TOMES & CO.,  
Agents.

710

**HOMOGENEOUS  
NATURAL MILK.**

REMARKABLE PROGRESS IN THE ART OF  
PRESERVING MILK.

PURE NATURAL COWS MILK

PRESERVES ITS GOOD TASTE IN ANY CLIMATE.

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## Intimations.

**HOW TO DO MORE BUSINESS.**

MANY AMERICANS have built up  
great commercial enterprises, by the  
use of Trade-news items supplied by our  
CLIPPING BUREAU: Chinese mer-  
chants can do the same if they follow  
American methods.

We clip business news from more than  
60,000 papers monthly, and send these  
items to you while there is good prospect  
of supplying what is needed and doing  
business.

We can send you news and clippings on  
any line of business, or any subject, and  
you will be able to know, IN TRUTH, just  
what American business methods are like,  
and where there are openings for Chinese  
merchandise.

Suppose, for instance, you are a maker  
of Footery: our Clipping Bureau might  
find in some paper an item saying that a  
big wholesale Footery concern was being  
organized in a certain town—we, of  
course, would send you that business-news  
item, and give you a chance to do business  
with that firm.

We can do just the same in any line  
of business, for there is always something  
going on that it might pay Chinese mer-  
chants to know.

We can supply you with advertisements  
of all the great American merchants and  
manufacturers, so that you may anticipate  
their ideas and increase your business in  
China the way we do here.

For a trial, send ten dollars (Mex.)  
for one month's trial order. Subsequent  
rates can be determined according to service.  
It won't cost any money to send for our  
free Book which tells about our service,  
and how much it costs. Send for it to-  
day.

Consular references.  
INTERNATIONAL PRESS CLIPPING  
BUREAU.

DEARBORN STREET, CHICAGO, ILL.  
Hongkong, September 24, 1907.

**GOVERNMENT OF THE PHILIP-  
PINE ISLANDS.**

DEPARTMENT OF COMMERCE AND POLICE.  
BUREAU OF NAVIGATION.

MANILA, P.I., September 15, 1907.

(1) The BUREAU OF NAVIGATION offers  
for Sale at Engineer Island, MANILA, P.I.,  
the following Steam Launches:—

(a) The *SUBERT*, a river and harbour  
launch 61 feet 7 inches in length over all,  
beam 11 feet, draft 5 feet; tonnage, gross  
21 1/2, net 12.62. Launch has non-con-  
densing engine and Scotch boiler. Engine  
and boiler are in fair condition.

(b) The *PICKET*, a sea-going launch  
33 feet 7 inches in length over all, beam  
12 feet 1 inch, draft 3 inches; tonnage,  
gross 12 1/2, net 109.7. Twin screw,  
vertical inverted compound engines 10" x  
20" x 13" stroke, flat slide valves, Stephe-  
nson link reversing gear, surface con-  
denser; attached air, circulating, bilge and  
feed pumps; also independent donkey pump.

(c) The *GOBY*, a sea-going launch  
64 feet 2 inches in length over all, beam  
12 feet 7 1/2 inches, draft 5 feet 7 1/2 inches;  
tonnage, gross 33.95, net 15.7; single screw,  
vertical inverted compound engines 8 1/2" x  
16" x 10-7/8" stroke, flat slide valves, Stephe-  
nson link reversing gear, surface-con-  
denser; attached air, circulating, bilge and  
feed pumps; also independent donkey  
pump.

(d) The *CAJRA*, a sea-going launch  
71 feet 6 inches in length over all, beam  
12 feet 1 inch, draft 5 feet 8 inches;  
tonnage, gross 43.48, net 21.11; engine,  
compound vertical inverted, compound  
cylinder 9" diameter L.P. cylinder 15",  
stroke 12"; boiler, diameter 6' 5", length 8'  
5" Scotch return fire tubular.

(e) The *PHILADELPHIA*, a sea-going  
launch 77 feet in length over all, beam  
13 feet 7 inches; tonnage, gross 46.22,  
net 23.02; engine, vertical inverted, com-  
pound; diameter H.P. cylinder 9", diameter  
L.P. cylinder 15", stroke 12"; Scotch boiler,  
length 7' 10", diameter 5' 10".

(2) Sealed bids will be received up to  
and including November 1, 1907, and will  
be publicly opened at 4 P.M., on that date  
at the Office of the Director of Navigation,  
Engineer Island. The right is reserved to  
reject any or all bids. Proposals in each  
case must be accompanied by cash or a  
certified check for 10% of the price offered.  
Full payment of the amount bid will be  
required from the successful bidder within  
ten (10) days after acceptance of the con-  
tract, or on delivery of the vessel which must  
be within five days of acceptance.

(3) Bids may be made for single vessels,  
for the entire lot, or for both.

(4) These vessels may be inspected at  
Engineer Island, Manila.

(5) Further information will be given  
upon application to the Undersigned.

FRANK P. HELM,  
Director of Navigation.

Manila, September 27, 1907.

**CHEE WING & CO.**

27, 28 and 29, LEE YUEN STREET (WEST)  
HONGKONG.

DEALERS IN  
ASSORTS OF COPPER, BRASS, STEEL,  
IRON WARE, &c.

STEEL GIBBERS AND TEES,  
CORRUGATED IRON, TIG IRON, &c.  
Suitable for  
SHIPS, ENGINEERS AND HOUSE BUILDERS.

1293

**INTERNATIONAL SLEEPING  
CAR & EXPRESS TRAINS**

COMPANY.

(THE GREAT TRANS-SIBERIAN  
ROUTE TO EUROPE).

HAVING been appointed AGENTS for  
the above Company, we shall be  
pleased to give any information as to rates  
of passage, etc., in connection with above.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, August 7, 1907.

**KEATING'S****LOZENGES**

CURE THE WORST COUGHS

SOLD IN BOTTLES EVERYWHERE



## Price 50 Cent

**INGORRHONET, BY ROYAL CHARTER 1852.**  
**HEAD OFFICE, LONDON.**  
 AD-UT CAPITAL, £500,000  
 Shortly to be increased to £1,500,000  
 RESERVE FUND £1,075,000  
 Shortly to be increased to £1,475,000  
 RESERVE LIABILITY OF PRO-PRITIORS £800,000  
 INTEREST allowed on Current Account on the rate of 2% per annum at the Daily Balance  
 On Fixed Deposits for 12 months 4%  
 " " " 6 " 3 1/2  
 " " " 3 " 3 1/2  
**JOHN ARMSTRONG,**  
 Manager.  
 Hongkong, May 16, 1907. 64

**THE MERCANTILE BANK OF INDIA, LIMITED.**  
 AUTHORIZED CAPITAL £1,500,000  
 SUBSCRIBED £1,225,000  
 RESERVE FUND £582,500  
 LONDON JOINT STOCK BANK, LIMITED.  
 INTEREST allowed on Current Accounts on the rate of 2% per annum on the Daily Balance.  
 (a) Fixed Deposits:—  
 For 12 Months 4%  
 " 6 " 3 1/2  
 " 3 " 3 1/2  
**EVAN ORMISTON,**  
 Manager.  
 Hongkong, May 1, 1907. 42

**INTERNATIONAL BANKING CORPORATION.**  
 SOLE AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.  
 CAPITAL PAID-UP GOLD \$3,250,000 about Mex. \$5,900,000  
 RESERVE FUND GOLD \$3,250,000 about Mex. \$5,900,000  
 HEAD OFFICE—60 WALL STREET, NEW YORK.  
 LONDON OFFICE—TRENCHARD HOUSE, 1, LONDON BANKERS:  
 BRANCH OF ENGLAND.  
 National Bank of Canada, Ltd.  
 The Capital and Surplus Bank, Ltd.  
 BRANCHES AND AGENTS ALL OVER THE WORLD.  
 FIRE Corporation Transacts every description of Banking and Exchange business, receives money in Current Accounts at the rate of 12% per annum on daily balances and accepts Fixed Deposits at the following rates:—  
 For 12 months 4 1/2 per cent per annum.  
 For 6 " 4 per cent per annum.  
 For 3 " 3 per cent per annum.  
 No. 9, HONG KONG ROAD CENTRAL.  
**W. M. ANDERSON,**  
 Manager.  
 Hongkong, July 24, 1907. 2

**PEAK TRAMWAYS COMPANY, LIMITED.**  
**TIME TABLE.**  
 WEEK DATES.  
 7.30 a.m. to 7.30 a.m. Every 30 minutes.  
 7.30 a.m. to 9.30 a.m. Every 10 minutes.  
 9.30 a.m. to 11.00 a.m. Every 15 minutes.  
 11.00 a.m. to 12.15 p.m. Every 15 minutes.  
 12.15 p.m. to 1.45 p.m. Every 15 minutes.  
 1.45 p.m. to 2.15 p.m. Every 10 minutes.  
 2.15 p.m. to 3.00 p.m. Every 15 minutes.  
 3.00 p.m. to 5.00 p.m. Every 15 minutes.  
 5.00 p.m. to 8.00 p.m. Every 10 minutes.  
 NIGHT CARS.  
 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.  
 SUNDAYS.  
 8.00 a.m. to 9.00 a.m. Every 15 minutes.  
 9.00 a.m. to 9.30 a.m. Every 30 minutes.  
 9.30 a.m. to 10.30 a.m. Every 15 minutes.  
 10.30 a.m. to 11.00 a.m. Every 10 minutes.  
 11.00 a.m. to 12 Noon. Every 15 minutes.  
 12 Noon to 1.00 p.m. Every 10 minutes.  
 1.00 p.m. to 5.00 p.m. Every 15 minutes.  
 5.00 p.m. to 8.00 p.m. Every 10 minutes.  
 8.00 p.m. to 9.00 p.m. Every 15 minutes.  
 9.00 p.m. to 9.30 p.m. Every 10 minutes.  
 NIGHT CARS as on Week Days.  
 SATURDAY.  
 Extra Cars at 11.30 and 11.45 p.m.  
 SPECIAL CARS by arrangement of the Company's Office, ALEXANDRA BUILDINGS, des Vaux Road Central.  
**JOHN D. HUMPHREYS & SON,**  
 General Managers.  
 1851

**WEEKLY NEWS FOR HOME.**  
**The Overland China Mail**  
 Published to suit the Departure of each English and French Mail Steamer to Europe.  
**FULL REPORTS**  
 AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)  
 The best paper for posting to friends at home.  
 17 per Annum (including Postage)  
 THE CHINA MAIL, Ltd.,  
 8, Queen's Road Central.  
**REMINISCENCES OF INTERPORT ORICKET.**  
 By J. A. L.  
 Reprinted from the "CHINA MAIL" in Pamphlet Form.  
 To be had at the "CHINA MAIL Office," 8, Queen's Road Central.  
 Price 60 Cent



**WM. POWELL,**  
LIMITED.

AT WANDRA.  
BUILDINGS

NOW ON SHOW

LADIES'

**Golf**  
**Jerseys**

SELLING AND ADVERTISING

WE'VE GOT AND SMART  
ON THE MARKET

\$4.75

\$17.50.

**POWELL'S**  
**HONGKONG.**

THEATRE ROYAL  
CITY HALL.  
FOR A SHORT SEASON ONLY.  
COMMENCING  
THURSDAY, OCTOBER 17th.

**- THE -**  
**BANDMANN**  
**OPERA CO.**

50 LONDON ARTISTES 50

Will present the following latest London

Successes, most of which will be staged

for the first time in Hongkong:

THURSDAY, OCTOBER 17th.

The great Gaiety Theatre Success

'THE ORCHID.'

FRIDAY, OCTOBER 18th.

The Rags of the present London Season

'THE NEW ALADDIN'

at present crowding the Gaiety Theatre,

London.

SATURDAY, OCTOBER 19th.

The brilliant musical comedy

'SERGEANT RICE OF THE

C. DIVISION.'

MONDAY, OCTOBER 21st.

The beautiful Comic Opera

'A MARIS'

from the New Theatre and Criterion

Theatre, London.

TUESDAY, OCTOBER 22nd.

Sydney Jones' Masterpiece

'THE GEISHA.'

WEDNESDAY, OCTOBER 23rd.

Sydney Jones' successful musical comedy

'THE BEAUTY OF BATH.'

THURSDAY, OCTOBER 24th.

The sparkling musical comedy

'THE GAY PARISIENNE.'

FRIDAY, OCTOBER 25th.

The highly successful musical comedy

'THE DAIRYMAIDS.'

SATURDAY, OCTOBER 26th.

George Edwards' superb production

'THE GIRL ON THE STAGE OR

THE LITTLE CHERUB.'

MONDAY, OCTOBER 28th.

The great Apollo Theatre success

'Mr. POPE OF IPPLETON.'

TUESDAY, OCTOBER 29th.

The Rags of London and New York

'THE BELLE OF MAYFAIR.'

WEDNESDAY, OCTOBER 30th.

The sparkling musical comedy

'LADY MADCAP.'

THURSDAY, OCTOBER 31st.

The sparkling musical comedy

'SEE! SEE!'

Music by Sydney Jones, composer of 'The

Geisha.

FRIDAY, NOV. 1st, LAST NIGHT.

'THE SPRING CHICKEN.'

Box Plan NOW OPEN at Messrs S.

MOUTRIE & CO., LD.

Hongkong, October 1, 1907.

1583

**S. MOUTRIE & Co.,**  
LIMITED.

**NEW PIANOS**

ON HIRE

at \$10.00 Per Month.

Tuning and Regular

Attention Inclusive.

SOLE AGENTS FOR

BLUTHNER, RUD. IBACH,

RACHELS, PLEYEL,

ROSENKRANZ, HOPKIN-

SON, KEMMLER, and

HOEFF & HOEFF, &c

S. Moutrie & Co., Ltd.

Work Building,  
CHATER ROAD

Established April 10, 1907.



**A. S. WATSON**

& Co., Ltd.

ESTABLISHED A.D. 1881

WINE & SPIRIT MERCHANTS.

**BULL DOG**

Brand.

**Guinness'**

**Stout . . .**

**Light Ale. .**

in Pints

and Splits.

BOTTLED BY THE  
CELEBRATED FIRM

**Robert Porter & Co.,**  
Limited.

**Rainier Beer**

Undoubtedly the best Beer  
that is brewed in America.

**LIGHT,** wholesome, and  
invigorating  
in PINTS and QUARTS.

SOLE IMPORTERS & AGENTS:

**A. S. WATSON & CO.,**

LIMITED,

**ALEXANDRA**

**BUILDINGS.**

Hongkong, July 27, 1907.

**MEMOS FOR TO-MORROW.**

**Meeting.**

5.30 p.m.—Meeting of Corinthian Yacht

Club at Club House.

**Amusement.**

9 p.m.—Performance at City Hall.

**Miscellaneous.**

Goods per China undelivered after this

date subject to rent.

Goods per Canada undelivered after 4

p.m. this date will be landed.

Goods per Kanyung undelivered after

4 p.m. on this date will be landed.

**General Memoranda.**

FRIDAY, October 18:—

9.30 a.m.—Military Gun Practice.

Goods per 14th undelivered after this

date subject to rent.

MONDAY, October 21:—

Goods per Bangkok Maru undelivered

after noon this date subject to rent.

Goods per 14th undelivered after this

date at Noon will be subject to

rent and landing charges.

TUESDAY, October 22:—

11 a.m.—Auction of 140 Doz. Shengren's

Ranquate, 4th, at Messrs. Hughes &

Hong's Sale Rooms.

Goods per 14th not cleared on this

date subject to rent.

WEDNESDAY, October 23:—

Noon—Auction of Leasehold Property

at Mr. Geo. P. Lamont's Sale Room.

THURSDAY, October 24:—

11 a.m.—Auction of Chinese Porcelain,

&c., at City Hall.

FRIDAY, October 25:—

12.30 p.m.—Meeting of Canton Insurance

Office, Ltd., at Messrs. Jardine, Math-

eson & Co.'s Office.

## The China Mail

HONGKONG, WEDNESDAY, OCTOBER 16, 1907.

### THE FUTURE OF WHEAT

More than academic interest attaches to the telegram announcing the great rise in the price of wheat. The failure of the wheat crop brings about precisely the same result in Europe and America as does the non-success of the rice crop in the Far East. That is to say it is the poorest class which suffers. An increase in the cost of the staple of life means little to those whose income is on the higher scale but for the great majority, whose perpetually hovering on the border line between a bare subsistence and semi-starvation, the outlook immediately becomes serious. With all the boasted discoveries of chemical science the world is just as much as ever dependent upon the agriculturalist. If Nature is in an unfriendly mood the proletariat suffers to-day in precisely the same way as did the Egyptians thousands of years ago. Better methods of agriculture have of course been adopted but increase in the population of the world has proceeded at a rate which has been at least commensurate with that improvement. The outlook for the poor at home is indeed dismal. Not only has the price of wheat soared upward but coal is at famine prices. If a hard winter is to ensue there will necessarily be great and extended misery. One remarkable feature about the gloomy telegram which is published elsewhere is that there is no reference to the rise in the price of wheat being due to artificial causes. It has happened too often in the past that financial ghouls have artificially inflated the price of the necessities of life in order to batter upon the sufferings of the poor. Possibly in the present temper of the American people the capitalists of that country, which has had the doubtful distinction of being the chief forcing bed of these conspiracies against humanity, consider discretion the better part of valour. Great Britain, however, is likely to be the greatest sufferer and we may expect a recrudescence of the fiscal dispute. The bigoted Free Trader will claim that if there were an import duty on wheat the price of bread would be still higher. The Protectionist will declare that if such a duty were in force for any length of time the culture of wheat would increase to such an extent in Great Britain that she would become self-supporting and no longer dependent upon over-sea supplies. This is too great a question to consider at the present time. For the future there is hope. Siberia we are told by good judges will, when its great waste lands are brought under cultivation, produce enough wheat to supply the world. Australia is becoming a great wheat producing country and South America and the West of Canada present possibilities which are calculable. The existing stringency, fought with misery though it be, may result in ultimate good. High prices

for any commodity inevitably cause increased attention to be paid to its production and it may be assumed that within the next few years the output of wheat will be vastly increased. This will indirectly benefit innumerable other industries. The wheat has to be taken to the market and as new areas are cultivated additional transport facilities have to be provided. Railways and steamships will benefit from this activity and its good effects will react on various trades with which agriculture does not seem to have any obvious connection. Therefore it may be that the threatened bread famine in the old world is only another demonstration of the truth that the present less is often the future gain.

The collapse of the Quebec Bridge has been the means of affording a section of British engineers the spectacle of Mr. Theodore Cooper, a prominent bridge designer, being hoisted on his own petard. In 1891, Mr. Cooper contributed to a discussion on "Bridge Design" held by the Engineers' Society of Western Pennsylvania, and said: "You all know about the Firth of Forth Bridge—the clumsiest structure ever designed by man, the most awkward piece of engineering, in my opinion, that was ever constructed, from the American point of view. An American would have taken that bridge with the amount of money that was appropriated, and would have turned back 50 per cent. to the owners instead of collecting, when the bridge was done, nearly 40 per cent. in excess of estimates." Mr. Cooper's connection with the Quebec Bridge makes this extract interesting, and it was not missed by a correspondent to "Engineering."

That was an interesting communication from the Colonial Secretary which was read at yesterday's meeting of the Sanitary Board. "By direction" the Colonial Secretary reminded the public officers who are members of the Board that they are and always have been as free to vote on any matters that may come before them at the Board as are the elected and nominated members of the Board. This in itself is rather vague, as it might be taken to mean that there has been an incorrect belief that on some matters these members were disbarred from voting at all. However the next sentence of the letter speaks of an "official phalanx," so the meaning obviously is that a public officer may vote as his conscience dictates, not "as in duty bound." This is one of the most hopeful manifestations which has been given for a long time past. It is a notable unravelling of the red tape which for so long has interfered with the free working of the individual official's will. Also it should mark the end of the absurd see-sawing which has been so often witnessed in the past, that is the granting of exemption at one meeting where the unofficials were in a majority, the rescission of the grant at another at which they were in the minority and its restoration at a third. Now official members have received a notification from the highest quarter that sheep-like support of the Government attitude is not demanded of them; we may expect to find the business of the Board dealt with much more effectively and with greater expedition. In this matter Sir Frederick Laggard gives an earnest of his desire to do the right thing.

On Sunday a big show is to be held at Macao. The Chinese merchants and others are holding a big procession to bring back good business. The show will be unique and thousands of dollars are being spent on it. Large is the faith of the Chinaman in his joss.

The Japanese Crown Prince, during his visit to Korea, may proceed to Chinnampo in company with either the reigning Emperor or the Emperor's Father to witness a review of the Japanese First Naval Squadron off that port.

It is reported from Fukuoka, says a Kobe exchange, that a ruffian named Onishi Masago was arrested at Nishijin Machi, Fukuoka. He has confessed to having broken into over four hundred and fifty houses, securing articles to the value of ¥30,000. He also admitted that he had violated over fifty women, mostly wives of men of good standing.

**RHEUMATISM.**  
WHY suffer from this painful misery? One application of Chamberlain's Pain Balm will relieve the pain and make rest and sleep possible. Many cures have been effected by it. Continued use. For sale by all chemists and store-keepers.

## LOCAL AND COAST NEWS.

The inaugural meeting of a Delating Society in connection with St. George's Club is to be held next Monday night at the Club rooms.

The application of Wing Yee Cheung and Co., to retain a tank in the yard of 94 Connaught Road West, was refused by the Sanitary Board yesterday.

The Colonial Secretary has received the following telegram from H. B. M. Consul at Amoy:—"There is no quarantine arrivals from Hongkong."

Our Macao correspondent writes that a decree has been signed regarding a Portuguese Legation in the Far East, particulars of which are not yet to hand.

The ocean destroyer Usack has attained a speed of 33½ knots in the preliminary trials in the Mersey, this being the highest speed for this type of vessel.

With regard to the interpretation of Section 175 of the Public Health and Buildings Ordinance, it was agreed at yesterday's meeting of the Sanitary Board to await the Government's reply on the subject.

In publishing the statement of Lieut. Mackenzie-Grieve at the Court Martial re the stranding of the Flom, we made him say that "when the Captain altered the course he (Lieut. Mackenzie-Grieve) saw no reason to differ from his position." The word "position" should have been opinion.

Two small Dutch tug boats, the Schelde, of 72 tons, and the Thames, of 25½ tons, recently arrived at Singapore from London in tow of the dredges Rhodanus and Colonia, bound for Shanghai. They left London on June 20 and have made numerous stops.

By kind permission of Major W. W. Clitty, and Officers 11th Infantry (The Madras Regt.) the Band of the Regiment will play the following programme at the Oriental Hotel, 2 Queen's Road Central, during dinner, on Thursday, 17th inst.:—March, "Le Conquérant" (Hummel); Overture, "Pique Dame" (Suppe); Valse, "Choristes" (Plielph); Selection, "Vernique" (Messager); Song, "By the Fountain" (Adams); Two steps, "La Matelote" (Claro); Valse, "Eklorde" (Royle); God save the King.

## SOCIAL AND PERSONAL

On return to regimental duty, Major Martyn, Queen's Own Royal West Kent Regiment, has been appointed to a company in the 2nd Battalion at Singapore.

Mr. John Phillips (Nationalist) has been returned unopposed for South London, in place of the Hon. Edward Blake, K.C. (Nationalist), resigned.

The "Rochester (N.Y.) Herald" says: "It is a question of doubt how long kindly relations between these two remaining empires of the Far East will remain unbroken."

It is reported from Paris that the Countess Montgolfier, the divorced wife of the King of Saxony, who is married in London to Signor Toselli, a young Florentine artist.

Lieutenant R. H. Fitzroy, Second Lieutenant F. H. Thicknesse, Royal Garrison Artillery, have been placed on duty with the draft for the Royal Garrison Artillery at Hongkong.

Leave of absence to England on private affairs, has been granted to Lieut. C. D. Drew, 3rd Middlesex Regiment, for 8 months, from date of sailing, probably about end of January, 1908.

The many friends of Deputy Inspector T. D. Gimlette, C.B., who returned to England from Hongkong a few weeks ago, will be delighted to hear that he has been promoted to the rank of Inspector-General.

Yesterday afternoon we published a paragraph announcing that Sir Francis Pigott had returned from Japan. This is another exemplification of the truth of the adage that you cannot believe anything you hear and only a quarter of what you see.

Major A. F. S. Scott, Royal Garrison Artillery, on promotion from the adjutant of the Londonderry Artillery Militia, has been appointed to the command of No. 78 Company, Singapore. Major Scott got his commission in February, 1888, so that he has got his spurs under 20 years' service.

Mr. Urwin will publish a volume entitled "Mid Pleasures and Palaces," by Miss Mary Landon, author of "How the Garden Grew." It is a book of the same type as "The Adventures of Elizabeth in Rügen," but the scene is laid in the Far East, first in Bangkok, and later in Japan. The book will be illustrated by photographs of the places described.

We understand that Lieut. Anderson, who appeared as a "friend" for Lieut. Mackenzie-Grieve at the Court Martial concerning the stranding of the Flom, is something more than a "sea lawyer" as the term is generally applied. Lieut. Anderson has studied law, and for three years has been a member of the Middle Temple, and it was on account of his legal knowledge that he was asked to assist on the defence.

## THE OPIUM SMOKER

### Investigations in South China.

I.—SAMSHUI.  
[BY C. N.]

There is as appears clearly enough from comments in newspapers both in England and the East, some hesitation in accepting the absolute bona fides of the Chinese Government, especially as represented by the local officials in country districts, in regard to the suppression of opium smoking amongst the Chinese people. Of course, it must be at once admitted that an absolutely effective prohibition is well nigh impossible, and so one was wild enough to dream that a dash of the vermilion pencil in the inner palace of the Forbidden City, in Peking, could at once conquer an unconquerable passion in the hearts of confirmed opium smokers in Yunnan. This, however, is not the question. No one expected the Chinese Government to accomplish the impossible. It was, however, anticipated by the sanguine that a genuine attempt would be made to give effect to the provisions of the arrangements made by treaty with Great Britain in regard to this matter.

There need be no hesitation in believing that a large section of the middle classes, in cities like Canton, have been roused from indifference and encouraged to fight against opium. All the native papers agree to report extensively and faithfully the movements of these Anti-Opium Societies. The energy displayed is marked, and revulsed, without doubt, both the antagonism against opium felt by the sober Chinese citizens, and also a hope that a genuine fight against the foe will accomplish much good. There need be no hesitation in accepting this attitude as genuine.

Nor can we doubt that the Chinese Press is opposed to opium-smoking. Leaders, editorial comments, and reports alike, both in the larger and more influential papers, as well as in the cheaper and less ambitious ones, reveal a deep-seated aversion to opium in all forms. These facts are obvious enough to any who take the trouble to become familiar with them, and must be admitted without a shadow of hesitation.

The problem that is not yet solved and which is not easily soluble is how far the officials are genuinely sincere in their promise to suppress opium smoking at all risks, even at a risk of loss of revenue, which would be overwhelming evidence that their heart is in the work. No more newspaper reports of the doings of Anti-Opium Smoking Societies in Canton can settle this question; editorials moreover, are not conclusive; probably no foreigner can adequately know the facts, and without a knowledge of the facts, no safe deduction can be drawn.

It has been my privilege to travel lately through one section of the Kwangtung province, and I decided to examine for myself, as extensively as time and opportunity permitted, into what facts were available and, in this way, I thought it would be possible to throw some light on this vexed question. This brief article will deal with Samshui only, the treaty port at the confluence of the West and North rivers, well known now to most Hongkong residents.

Samshui itself is an old walled city, whose very walls appear too sleepy to fall down. Lack of enterprise and contentment with the surroundings are manifestly stamped both on people and officials. The port of Samshui is a conglomerate of houses and sheds, about half a mile from the town, on the banks of the river, which, whilst the city is asleep, is much awake, and has already felt the impact of foreign invasion—I mean the invasion of foreign ideas. I made it my business to look into the matter of opium smoking both in the city and open port, and though my resources were not exhaustive, and are not meant to be final, they have the merit of bringing to the surface a certain number of facts.

I went into the city and spent an hour or so looking about and conversing with the people, who seemed willing enough to discuss the opium question especially when it was discovered that the intrusion was not official, and, any information given would not expose the people to official interference, or lead to any increased taxation. A casual conversation with a Kei la man, who seemed intelligent and was certainly friendly, led to the statement that in his district the conditions of the edict had been fulfilled by the suppression of about one-third of the shops in which opium was sold. The remaining two-thirds were then welded together into a combination, and were expected to pay the officials the same amount in taxes as before.

This, of course, was merely information imparted in a casual way-side conversation, but there would not appear any sufficient reason, or indeed any reason at all, to doubt the substantial accuracy of his remarks.

In the city, I found two opium shops open: The first, a "den," was crowded with men, and some of them advanced far along the road, whose (translating) of opium is moral and physical ruin. I found some of them smoking, others lounging about on the beds; as if they had been smoking whilst others appeared as if they were visitors. I was greeted with a general laugh, when I looked astonished at seeing so many men in the close confined "den." However, the excuse was that this was the only shop where smoking was permitted, and even then only one lamp was allowed.

A question as to the government licenses

elicited the fact that permits had been granted to the smokers, and several were at once produced, when I expressed a desire to see one. It was affirmed that these are not sold, but granted free to smokers. One license stated that permission was granted for the owner to smoke two years, when it was expected that he would have conquered the habit! It appears that the customers are well known at this "den," for the proprietor kept several licenses in a drawer. He avowed that he dared not allow one to smoke on his premises, who was not provided with a license. What reliability can be placed on the statement that this is the only shop, in which smoking is allowed, I am unable to say.

It is suggestive that the two adjoining houses were gambling dens. It is also suggestive that a pack of foreign cards was used in one of them, and that the players apparently had evolved a new game thereof of their own invention. A good deal of money was lying about on the table and the gamblers, numbering perhaps twenty, were engrossed in their play. The second was a faint shop, also fairly full of people.







## Shipping.

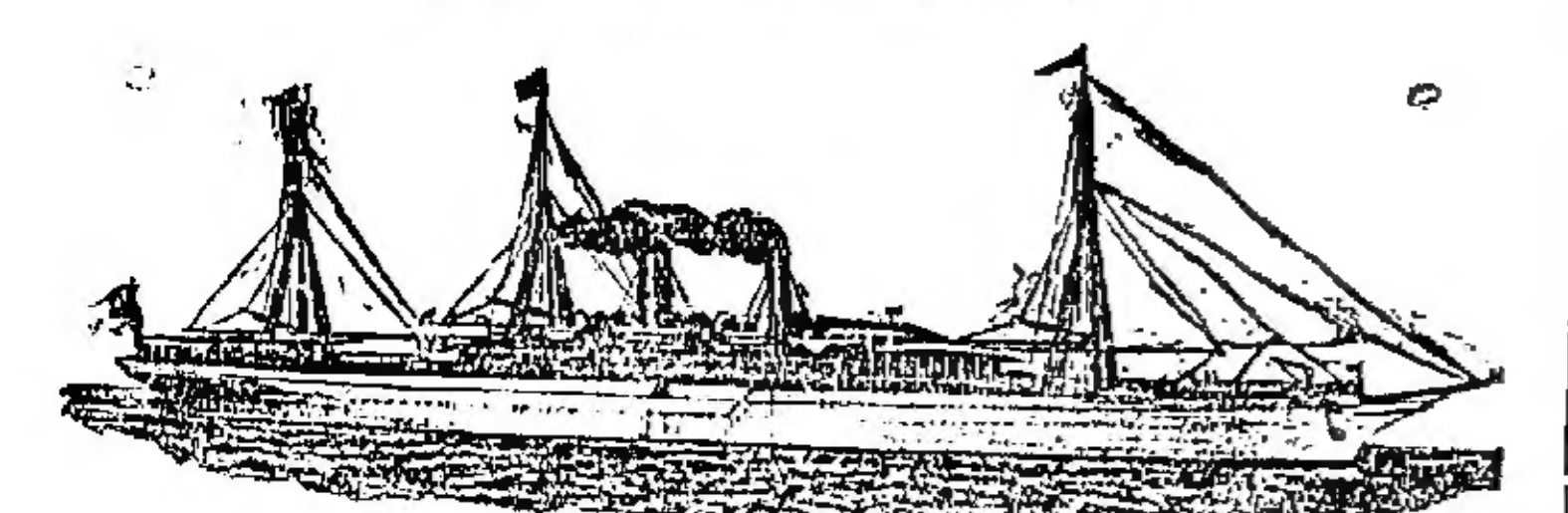
## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

DESTINATIONS	STEAMERS	TO SAIL ON	REMARKS
SPANGHAI	ARCADIA	About 18th	Freight and Passengers
LONDON, via UGAL PORT	OCEANA	Oct. 19th	See Special
MARSHALLS, LONDON	MANILA	About 23rd	Freight and Passengers
AND ANTWERP	Cap. F. E. ARTHUR, R.N.R.	Oct. 23rd	Freight and Passengers
SHANGHAI, MOJI, KOBÉ	PALERMO	About 27th	Freight only
AND YOKOHAMA	Cap. E. G. ANDREWS, R.N.R.	Oct. 27th	Freight only
SHANGHAI, MOJI, KOBÉ	SYRIA	About 10th	Freight and Passengers
AND YOKOHAMA	Cap. D. F. THOMSON, R.N.R.	Nov. 10th	Passage

P. & O. S. N. Co.'s Office. R. A. HEWITT, Agent, London.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY—SPEED—PUNCTUALITY.

The only line that maintains a Regular Schedule Service of 11 Days across the Pacific to the 'EMERALD LINE'—S. S. 5 to 10 Days Ocean Travel.

DESTINATIONS	STEAMERS	TO SAIL ON	REMARKS
R.M.S. EMPRESS OF INDIA	6000 Tons	Thursday, Oct. 24	Nov. 11
EMERALD	6163 Tons	Wednesday, Nov. 6	Nov. 30
EMERALD OF JAPAN	6000 Tons	Thursday, Nov. 21	Dec. 9
EMERALD OF CHINA	6000 Tons	Thursday, Nov. 14	Jan. 6, 1908
EMERALD OF INDIA	6000 Tons	Thursday, Jan. 16, 1908	Feb. 3
EMERALD	6163 Tons	Wednesday, Feb. 20	Feb. 22

THE EMERALD LINE, through the Isthmus of Panama, calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, and VICTORIA, B.C., connecting at VICTORIA with the Great Northern Railway, and at Seattle with the Great Northern Railway, and at Portland with the Oregon Railroad & Navigation Co. The through route to Liverpool being 99 1/2 days from Yokohama, and 99 1/2 days from Hongkong.

First class rate to London including meals and berth in sleeping cabin while crossing the Atlantic Ocean.

R.M.S. EMERALD carries INTERMEDIATE Passengers only a limited number of passengers, including superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Service, and to European Officials in the Service of China and Japan Government.

For further information apply to the Agents, Messrs. D. W. CRADDOCK, General Traffic Agent for China, and Messrs. D. W. CRADDOCK, General Traffic Agent for Japan.

CONNECTION THROUGH CANADA AND THE PACIFIC.

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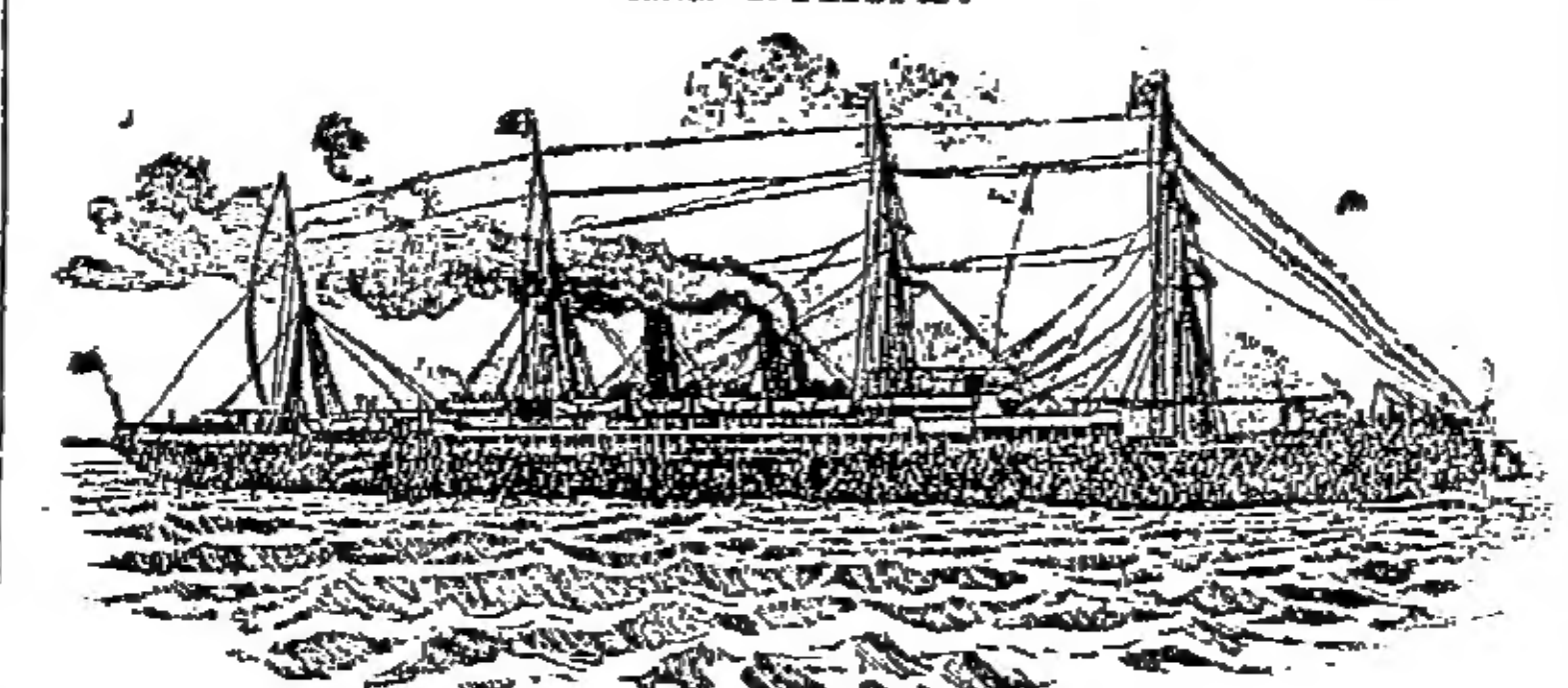
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TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TO SAIL ON	REMARKS
HONGKONG MARU	11,000 Tons	SATURDAY, 19th Oct., at Noon
KOREA	18,000 Tons	FRIDAY, 1st Nov., at Noon
AMERICA MARU	11,000 Tons	SATURDAY, 9th Nov., at Noon
SIBERIA	18,000 Tons	SATURDAY, 16th Nov., at Noon
CHINA	10,200 Tons	SATURDAY, 23rd Nov., at Noon
MANCHURIA	27,000 Tons	SATURDAY, 30th Nov., at Noon
NIPPON MARU	11,000 Tons	SATURDAY, 7th Dec., at Noon
AFRICA	8,000 Tons	SATURDAY, 14th Dec., at Noon
AFRICA	8,000 Tons	TUESDAY, 24th Dec., at Noon

RECORD FAST TRIPS.

Yokohama to San Francisco, S.S. KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, S.S. SIBERIA, 18,000 tons. August 14th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, S.S. SIBERIA, calling at Midway Island and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons. Oct. 19th to 28th, 1905; 10 days, 10 hours and 29 minutes.

THE T.K.K. Steamship HONGKONG MARU will be despatched from Hongkong to SAN FRANCISCO, via NAGASAKI, (INLAND SEA), KOBÉ, YOKOHAMA and HONOLULU, on SATURDAY, the 19th October, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Service, and to European Officials in the Service of China and Japan Government.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans, via the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agents of the Companies, QUEEN'S BUILDINGS.

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## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SHANGHAI	CHOYANG	THURSDAY, Oct. 17, at 4 p.m.
MANILA	YUENSANG	FRIDAY, Oct. 18, at 4 p.m.
SINGAPORE, PENANG, AND CALCUTTA	KUTSANG	SATURDAY, Oct. 19, at Noon
TIENTSIN	CHIPSING	TUESDAY, Oct. 22, at 4 p.m.
SINGAPORE, PENANG, AND CALCUTTA	KUTSANG	THURSDAY, Oct. 24, at Noon
MANILA	LOONGSANG	FRIDAY, Oct. 25, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class Single \$ 65 Return \$100

Cebu " " 85 " 130

Calcutta " " 165 " 250

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Cebu, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

555

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

NAPLES, GENOA, ALGIER, KILINT, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN.

STEAMERS

To SAIL

WEDNESDAY, 23rd Oct., at Noon.

THURSDAY, 24th Oct., at Noon.

FRIDAY, 25th Oct., at Noon.

SATURDAY, 26th Oct., at Noon.

SUNDAY, 27th Oct., at Noon.

MONDAY, 28th Oct., at Noon.

TUESDAY, 29th Oct., at Noon.

WEDNESDAY, 30th Oct., at Noon.

THURSDAY, 31st Oct., at Noon.

FRIDAY, 1st Nov., at Noon.

SATURDAY, 2nd Nov., at Noon.

SUNDAY, 3rd Nov., at Noon.

MONDAY, 4th Nov., at Noon.

TUESDAY, 5th Nov., at Noon.

WEDNESDAY, 6th Nov., at Noon.

THURSDAY, 7th Nov., at Noon.

FRIDAY, 8th Nov., at Noon.

SATURDAY, 9th Nov., at Noon.

SUNDAY, 10th Nov., at Noon.

MONDAY, 11th Nov., at Noon.

TUESDAY, 12th Nov., at Noon.

WEDNESDAY, 13th Nov., at Noon.

THURSDAY, 14th Nov., at Noon.

FRIDAY, 15th Nov., at Noon.

SATURDAY, 16th Nov., at Noon.

SUNDAY, 17th Nov., at Noon.

MONDAY, 18th Nov., at Noon.

TUESDAY, 19th Nov., at Noon.

WEDNESDAY, 20th Nov., at Noon.

THURSDAY, 21st Nov., at Noon.

FRIDAY, 22nd Nov., at Noon.

SATURDAY, 23rd Nov., at Noon.

SUNDAY, 24th Nov., at Noon.

MONDAY, 25th Nov., at Noon.

TUESDAY, 26th Nov., at Noon.

WEDNESDAY, 27th Nov., at Noon.

THURSDAY, 28th Nov., at Noon.

FRIDAY, 29th Nov., at Noon.

SATURDAY, 30th Nov., at Noon.

SUNDAY, 1st Dec., at Noon.

MONDAY, 2nd Dec., at Noon.

TUESDAY, 3rd Dec., at Noon.

WEDNESDAY, 4th Dec., at Noon.

THURSDAY, 5th Dec., at Noon.

FRIDAY, 6th Dec., at Noon.

SATURDAY, 7th Dec., at Noon.

SUNDAY, 8th Dec., at Noon.

MONDAY, 9th Dec., at Noon.

TUESDAY, 10th Dec., at Noon.

WEDNESDAY, 11th Dec., at Noon.

THURSDAY, 12th Dec., at Noon.

FRIDAY, 13th Dec., at Noon.

SATURDAY, 14th Dec., at Noon.

SUNDAY, 15th Dec., at Noon.

MONDAY,



# Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

### MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to Colombo	Leave HONGKONG	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi 2 days earlier)	Due at PLYMOUTH (London 1 day later)
TONS	Moons Saturday 1907	TONS	Saturday, 1907	Saturday, 1907
COBANA ..... 7000	Oct. 19	BRITANNIA..... 7000	Nov. 16	Nov. 23
DELHI ..... 8000	Nov. 2	MOOLTAN ..... 10000	Nov. 30	Nov. 7
ARCADIA ..... 7000	Nov. 16	CHINA ..... 8000	Dec. 14	Dec. 21
DEVANHA ..... 8000	Nov. 30	HIMALAYA ..... 7000	Dec. 28	Jan. 4, 1908
MALTA ..... 6000	Dec. 14	MOLDAVIA ..... 10000	Jan. 11	Jan. 18
DELTA ..... 8000	Dec. 28	INDIA ..... 8000	Jan. 25	Feb. 1
DELHI ..... 8000	Jan. 11 1908	MONGOLIA ..... 10000	Feb. 8	Feb. 15
ARCADIA ..... 7000	Jan. 25	VICTORIA ..... 7000	Feb. 22	Feb. 29
PENINSULAR ..... 6000	Feb. 8	MACEDONIA ..... 10000	Mar. 7	Mar. 14
DEVANHA ..... 8000	Feb. 22	BRITANNIA ..... 7000	Mar. 21	Mar. 28
DELTA ..... 8000	Mar. 7	MOOLTAN ..... 10000	Apr. 4	Apr. 11
MARMORA ..... 10000	Mar. 21	(through Suez) (calling at Bombay)	Apr. 18	Apr. 25
DELHI ..... 8000	Apr. 4	MOLDAVIA ..... 10000	May 2	May 9
MALTA ..... 6000	Apr. 18	HIMALAYA ..... 7000	May 16	May 23
DEVANHA ..... 8000	May 2	MONGOLIA ..... 10000	May 30	June 6
COBANA ..... 7000	May 16	INDIA ..... 8000	June 13	June 20

These steamers change at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Passenger tickets in the connecting steamer from Colombo arranged in 1st class at time of booking.

On the above Mail Steamers the following

INTERMEDIATE DATE (Non Transshipment) STEAMERS

WILL LEAVE FOR

# LONDON.

CARRYING PASSENGERS AT REDUCED RATES.


STEAMER	Tonnage	Leaves HONGKONG	Due at LONDON	about	
+ MANILA.....	4600	Oct. 23	Dec.		9
BOREO.....	4600	Nov. 6	Dec.		23
NOBE.....	7000	Dec. 4	Jan. (1908)		20
+ SYRIA.....	7000	Dec. 18	Feb.		3
+ NYANZA.....	7000	Jan. 1, 1908	Feb.		17
NILE.....	7000	Jan. 15	March		2
SUNDA.....	4700	Jan. 29	March		16
PALAWAN.....	4700	Feb. 12	March		30
NUBIA.....	6000	Mar. 5	April		20
BOREO.....	4600	Mar. 19	May		27
NOBE.....	7000	May 3	June		22
RYMAYTA.....	7000	May 17	July		29

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

Carry 1st and 2nd Saloon Passengers. Carry only First Saloon Passengers.

For further particulars, apply to

E. A. HEWETT, Superintendent.



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamer	Leaves	Leaving
to	Hongkong	at
SOSHU MARU	SHANGHAI, Via SWATOW, AMOI AND FOCHOW.	FRIDAY, 18th Oct., at 9 a.m.
JOSHIN MARU	TAMUI, Via SWATOW, AMOI AND FOCHOW.	SUNDAY, 20th Oct., at 9 a.m.

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unusually Table.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply to the Co.'s local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager

## NORTHERN PACIFIC LINE.

### BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

### NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

### VICTORIA B.C. AND TACOMA

VIA

### MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captains	To Sail
KUMERIC	6282	D. Baird	26th October.
SHAWMUT	9005	E. V. Roberts	6th November.

\* Cargo only. + Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

\* The Train-screw s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited, GENERAL AGENTS, QUEEN'S BUILDINGS.

## Shipping.

### EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

**THE Steamship EMPIRE.**

Captain HELMS will be despatched as above on SATURDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, October 1, 1907. 1678

**THE AMERICAN AND ORIENTAL LINE.**

FOR NEW YORK.

(With liberty to call at Malacca Coast.)

**THE Steamer HEADLEY.**

will be despatched for the above port on about SATURDAY, the 26th October. For Freight, apply to

ARNOLD, KARBURG & CO., Agents.

Hongkong, September 16, 1907. 149

FOR VLADIVOSTOK.

**THE Steamship CURE OF VENICE.**

will be despatched for Vladivostok (via Shanghai), on or about WEDNESDAY, the 30th October.

For Freight and further particulars, apply to

DODWELL & CO., LTD., Agents.

Hongkong, October 10, 1907. 1636

## Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER CANTIA.

FROM ANTWERP, MIDDLESBROUGH, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where each consignee will be notified on the day of landing, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th inst., at 4 p.m., will be subject to rent, and No. 10 Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representative at a specified hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, October 11, 1907. 1638

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship *Frederick* having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 12th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, October 10, 1907. 1634

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO per Steamship BONGKONG MARU.

The above steamer having arrived, Consignees of Cargo are hereby notified that their cargo will be immediately landed into Pacific Mail S.S. Co.'s Godown, and no fire insurance will be effected. Bills of Lading should be sent in for countersignature and delivery taken therefrom. All cargo undelivered by Noon MONDAY, Oct. 21st, will be subject to rent. All chaffed and otherwise damaged cargo will be examined at above Company's Godown on SATURDAY, October 19th, at 10 a.m.

S. SILVERSTONE, Agent.

Hongkong, October 14, 1907. 1660

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Kimsang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 17th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, October 15, 1907. 1666

WASHING BOOKS.

(In English and Chinese).

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, 50 Cents.

QUEEN'S BUILDINGS, Central.

## CONSULAR ADVICE TO MERCHANTS.

Steel Furniture Wanted in China.

The British Consul at Ichang writes in his latest report to the Foreign Office: "As, in spite of many warnings, catalogue, in English of all sorts of goods for which there is no market continues to be sent to this Consulate, I would repeat that business in the interior of China cannot be done in that way. It would save time, trouble, and expense if merchants would apply in the first instance to the Commercial Attaché at Shanghai for information and advice. The recent receipt of an elaborately illustrated catalogue of furniture has, however, suggested to me an idea which may possibly have something in it. British Consulates in China are entirely unfurnished, and officers have to provide everything. The distances to be covered being enormous, a single journey sometimes amounting to 2,000 miles or more, with five or six transshipments and transfers frequent, it will be readily understood that ordinary furniture does not last long. Now, it has occurred to me that if it were possible to make, at a moderate cost, steel furniture which would stand rough handling and yet be of attractive appearance, not only would British manufacturers be able to secure a considerable business now in the hands of Chinese, but a great boon would also be conferred upon Consular officers and others similarly situated. To obtain the best results the bulky articles should be made in pieces so as to facilitate packing, or else constructed to hold the small miscellaneous things required in housekeeping, so as to economize space. I estimate that the demand for a serviceable article of this description would run to at least £10,000 within three years of its being put on the market. I shall be happy to give anyone willing to take up this idea the benefit of my advice and experience of local conditions."

## Notices to Consignees.

NOTICE TO CONSIGNEES.

STEAMER ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON by the *Ernest Simons* are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded to unless intimation is received from the Consignees before 3 p.m., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after MONDAY, the 21st October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st October, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 21st October, at 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, October 14, 1907. 1649

## Dentistry.

DR. FARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

51, QUEEN'S ROAD CENTRAL.

189

SIEN TING, Surgeon Dentist.

No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE.

Consultation Free.

## ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to our Office at 5, Wyndham Street, not later than 11 a.m. No Advertisements should be sent to our Office at 8, Queen's Road Central before 3 p.m.

THE CHINA MAIL, LD.

**A BROKEN-DOWN SYSTEM.**

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a breakdown, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost innumerable), its symptoms are the same: the more persistent being depression, loss of energy, loss of appetite, loss of sleep, loss of vitality, and a general feeling of exhaustion.

**VITAL STRENGTH & ENERGY**

is the name of the new and powerful medicine which has been discovered by the celebrated chemist, Dr. J. C. Williams, of the University of California, and which is now being sold in this country by the

**THERAPION No. 3**

is the name of the new and powerful medicine which has been discovered by the celebrated chemist, Dr. J. C. Williams, of the University of California, and which is now being sold in this country by the

**THERAPION**

is the name of the new and powerful medicine which has been discovered by the celebrated chemist, Dr. J. C. Williams, of the University of California, and which is now being sold in this country by the

## HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, October 10th, 1907.

At 100 cents per Dollar Mexican.

## Butcher Meat.

Beef sirloin & prime cut—Mal Lung Pa	lb	20
" Corned—Ham Ngau Yuk	"	20
" Roast—Shin	"	20
" Breast—Ngau Lam	"	15
" Soup—Tong Yuk	"	15
" Steak—Ngau Yuk Pa	"	20
" Cutton Ngau Lan Sirloin	"	30
" Sausages—Ngau Chong	"	26
Ballock's Brains—, Siew	per set	10
" Tongue fresh—Ngau Li	each	60
" Head—Ngau Tau	"	80
" Heart—Ngau Sam	"	12
" Lamp, Salt—Ngau Kio	"	20
" Feet—Ngau Kerk	"	7
" Kidneys—Ngau Yiu	"	10
" Tail—Ngau Mei	"	17
" Liver—Ngau Cou	"	12
" Tripe (undressed)—Ngau To	"	8
Calves' Head & Feet—Ngau chui-tan-kak, set	7	
Mutton Chop—Young Pal Kwat	lb	74
" Leg—Young Pei	"	74
" Shoulder—Young Shas	"	20
Pigs' Chittings—Chi chong	"	12
" Brains—Chi Know	per set	2
" Feet—Chi Kerk	"	12
" Fry—Chi Chak	"	12
" Head—Chi Tam	"	12
" Heart—Chi Sam	"	12
" Kidneys—Chi Yiu	"	12
" Liver—Chi Con	"	12
Pork Chop—Chi Pal Kwat	"	74
" Corned—Ham Cho Yuk	"	24
" Leg—Cho Pei	"	24
" Fat or Lard—Cho Yan	"	24
Sheeps' Head and Feet—Young Tau Kerk set	60	
" Heart—Young Sam	"	10
" Kidneys—Young Yiu	"	10
" Liver—Young Con	"	10
Sacking Figs, To Order—Cho Chai	"	16
Suet, Beef—Sung Ngau Yan	"	24
" Mutton—Sung Young Yau	"	24
Veal—Ngau Chai Yuk	"	20
" Sausages—Ngau Chai Chong	"	20

## Poultry.

Chicken—Kai Chai	cts.	23
Capons, Large, Small—Sin Kai	"	28
Ducks—A	"	18
Doves—Pan Kau	"	15
Eggs, Hen—Kai Tan	per dozen	22
Fowls, Canton—Kai	"	30
" Hainan—Hoi Nam Kai	"	22
Geese—Ngai	"	24
Geese, Wild Sh'at—Sh'at Yee Ngai	pals	—
Musk Deer—Wong Kerk	"	—
Hares, Shanghai—To Chai	"	—
Partridge—Ohe Kai	"	70
Pheasant—Shan Kai	"	—
Pigeons, Canton—Pak Kap	each	22
" Holbow—Hoi How Pak Kap	"	50
Quail—Um Chon	"	22
Rice Birds—Wo Pa Chok	dozen	65
Sparrows—Sa Choy	"	22
Turkeys, Cook—Phor Kai Kung	"	65
" Hen—, No	"	45
Wild Ducks, Sh'at—Shanghai Set-up	pals	—
Peal—Sui Ap Chai	"	85
Wild Ducks Canton—Sung Shing Sui Ap	"	—

## Fish.

Barbel—Ka Yu	lb	11
Bream—Bin Yu	"	13
Canton Fresh Water Fish—Hoi Sin Yu	"	14
Carp—Li Yu	"	18
Catfish—Chik Yu	"	12
Codfish—Mun Yu	"	14
Crabs—Hoi	"	20
Octopus—Mak Yu	"	12
Dah—Se Mang Yu	"	14
Dace—Wong Mel Lun	"	11
Dog Fish—Tik Tu Sa	"	9
Eels, Congor—Hal Mann	"	16
" Fresh water—Tam Sin Yu	"	16
Kels, Yellow—Wong Sin	"	24
Frigh—Tien Kai	"	22
Garoupe—Sek Kai	"	48
Gudgops—Pak Kap Yu	"	12
Herring—Tao Pak	"	22
Halibut—Cheung Kwan Kap	"	24
Labrus—Wong Fa Yu	"	21
Loach—Wu Yu	"	28
Lobsters—Lung Ha	"	32
Mackerel—Chik Yu	"	13
Monk Fish—Mong Yu	"	22
Mullet—Chai Yu	"	22
Oysters—Sung Hoo	"	20
Fat oilfish—Kai Kung Yu	"	16
Perch—Tat Loo	"	16
Pike—Fa Pow Poong	"	8
Plaice—Pan Yu	"	18
Pomfret, Black—Hak Chong	"	24
Pomfret, White, Pak Chong	"	28
Quana—Ming Yu	"	48
Ray—Pol Fa	"	9
Rick Fish—Sek Kai Kung	"	15
Roach—Chu Yi	"	28

## Meat.

Salmon—Ma Yau Yu	lb	32
Shark—Sa Yu	"	9
Skate—Po Yu	"	10
Shrimps—Ha	"	24
Snapper—Lap Yu	"	20
Soles—Tat Sa Yu	"	24
Tench—Wan Yu	"	18
Turbot—Cho How Yu	"	24
Turtles, small, fresh water—Kerk Yu	"	60
White Bait—Ngau Yu Chai	"	—

## Fruits.

Almonds—Hung Yan	cts.	18
Apples, (California)—Kam San Ping Khe	"	22
" (Chase)—Tin Chun Ping Khe	"	—
" Small—Hoi Tong	"	—
" Custard—Fan Lai Chi	"	—
Bananas, fragrant, Canton—San Shing	"	10
Bananas, (brides), Macao—San Hing Chiu	"	5
Chostruts, Chinese—Fong Lut	"	10
Carambols—Yung Tuo	"	8
Cocoanuts—Yeh Tze	"	10
Lemons, China—Ning Moong	"	15
" America—Kum San Ning Moong	"	15
Lichies, Dried—Lai Chi Small Stone	"	25
" Fresh—	"	—
Limes, (Sai Gon)—Sai Kung Ning Moong	"	5
Mango, Manila—Lui Sang Mong	"	—
Mangosteens—San Chok Tan	per 100	—
Oranges, (Canton)—San Shing Tin Chong	lb	8
Passion Fruit	"	10
Pears, (American)—Kam San Shat Li	lb	10
" (Canton), Cooking—Sa Li	"	8
Peanuts—Fa Sang	"	10
Perseimons Large—Hung Chio	"	5
Pine apples, 1st quality—Sheung Poon	"	10
" 2nd quality—Cheung-paw-law	"	—
Plantains—Tat Chon	"	12
Plums—Swatow Hung Lai	"	—
Pumpkins—Chiu Lo Yau	each	8
Pumpkins, Siam—Lo Kwat	"	12
Walnuts—Hop Tuo	"	12
" Green—Sung Hop Tuo	"	—
Water Melon—(Am.) Kum San Sai Kwa	"	—
" (China) Sai Kwa	"	—

## Vegetables, &c.

Artichokes, Shanghai—Sheung Hai	At	—	Y 治
Chi Chok	"	10	門
Beans, (French), Macao—Oh Moon Pin Yu	"	10	上
" (French), Shanghai—Sheng Hai	"	10	海
Pin Tai	"	—	邊
" Sprouts—Ah Chai	"	4	芽
" Long—Tau Kok	"	5	菜
Beet Root—Hung Chai Tau	"	4	莖
Brinjals, Green—Ching Yuen Fer	"	4	和菜
" Red—Hung Kert...	"	4	青元
Cabbage, Chinese, com.—Kai Choy	"	4	紅菜
Cabbage Red—Hung Yeh Choy	"	—	芥菜
Cabbage, (Shanghai)—Yeh Choo	"	10	紅
Cane Shouts, bunch, —Kai Shoo	"	8	菜
Canthiowen, large size, —Tau Yek Chot-fa	"	—	大
" Medium size, —Cheung Yeh Cho-fa	"	—	中
" Small size, —Sai Yeh Chot Fa	"	—	細
Carrots, —Kam Shun	"	10	金
Caulery, Chinese, —Tong Kan Choi	"	8	菜
" English, —Yung	"	—	莖
Chillies Dried, —Oon Lai Chin	"	10	片
" Red, —Hung Fa	"	10	洋
" Green, —Ching Lai Chin	"	10	乾
Curry Stalk, —Ching, 'Ka Lee Cho Lit...	"	—	紅
Cucumbers, —Ching Kwa	"	1	花
Bitter Squash, —Fu Kwa	"	2	青
Garlic, —Suen Tau	"	5	加
Ginger, young, —Sun Tai Keung	"	6	蘇
" old, —Lo Keng	"	6	頭
" " " " " " " "	"	25	新
" " " " " " " "	"	—	子
" " " " " " " "	"	—	老
" " " " " " " "	"	—	力
" " " " " " " "	"	—	嫩



